

106TH CONGRESS
1ST SESSION

H. R. 2556

To require the Secretary of Transportation, through the Congestion Mitigation and Air Quality Program, to make a grant to a nonprofit private entity for the purpose of developing a design for a proposed pilot program relating to the use of telecommuting as a means of reducing emissions of air pollutants that are precursors to ground level ozone.

IN THE HOUSE OF REPRESENTATIVES

JULY 19, 1999

Mr. WOLF introduced the following bill; which was referred to the Committee on Commerce, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To require the Secretary of Transportation, through the Congestion Mitigation and Air Quality Program, to make a grant to a nonprofit private entity for the purpose of developing a design for a proposed pilot program relating to the use of telecommuting as a means of reducing emissions of air pollutants that are precursors to ground level ozone.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “National Telecom-
3 muting and Air Quality Act”.

4 **SEC. 2. GRANT PROGRAM FOR DESIGN OF PILOT PROGRAM**

5 **REGARDING TELECOMMUTING AS MEANS OF**
6 **IMPROVING AIR QUALITY.**

7 (a) IN GENERAL.—

8 (1) GRANT FOR DESIGN OF PILOT PROGRAM.—

9 The Secretary of Transportation (in this section re-
10 ferred to as the “Secretary”) shall make a grant to
11 a nonprofit private entity that is knowledgeable on
12 matters relating to air quality for the purpose of de-
13 veloping a design for the proposed pilot program de-
14 scribed in subsection (b). The grant shall be made
15 to the National Environmental Policy Institute (a
16 nonprofit private entity incorporated under the laws
17 of and located in the District of Columbia), if such
18 Institute submits an application for the grant.

19 (2) ADMINISTRATION OF PROGRAM.—The Sec-
20 retary shall carry out this section (including sub-
21 section (c)(1)(C)) in collaboration with the Adminis-
22 trator of the Environmental Protection Agency and
23 the Secretary of Energy.

24 (b) PROPOSED OZONE PRECURSOR CREDIT-TRADING
25 PILOT PROGRAM.—

1 (1) DEFINITIONS.—For purposes of this sec-
2 tion:

3 (A) The term “participating employers”
4 means employers that voluntarily authorize and
5 engage in telecommuting.

6 (B) The term “telecommuting” means the
7 use of telecommunications to perform work
8 functions under circumstances in which the use
9 of telecommunications reduces or eliminates the
10 need to commute.

11 (C) The term “regulated entities” means
12 entities that are regulated under the Clean Air
13 Act with respect to emissions of one or more
14 ozone precursors.

15 (D) The term “ozone precursors” means
16 air pollutants that are precursors of ground
17 level ozone.

18 (E) The term “VMTs” means vehicle-
19 miles-traveled.

20 (2) DESCRIPTION OF PROGRAM.—For purposes
21 of subsection (a)(1) and other provisions of this sec-
22 tion, the proposed pilot program described in this
23 subsection is a pilot program under which the fol-
24 lowing would occur:

1 (A) Methods would be evaluated and devel-
2 oped for calculating reductions in emissions of
3 ozone precursors that can be achieved as a re-
4 sult of reduced VMTs by telecommuting em-
5 ployees of participating employers.

6 (B) The estimated reductions in such emis-
7 sions for the periods of time involved would be
8 deemed to be items that may be transferred by
9 such employers to other persons, and for such
10 purpose the employers would be issued certifi-
11 cates indicating the amount of the reductions
12 achieved for the periods (referred to in this sec-
13 tion as “emission credits”) .

14 (C) A commercial trading and exchange
15 forum would be made available to the public for
16 trading and exchanging emission credits.

17 (D) Through the commercial trading and
18 exchange forum, or through direct trades and
19 exchanges with persons who hold the credits,
20 regulated entities would obtain emission credits.

21 (E) Regulated entities would present emis-
22 sion credits to the Federal Government or to
23 the State involved (as applicable under the
24 Clean Air Act) and the amounts of reductions
25 in emissions of ozone precursors represented by

1 the credits would for purposes of the Clean Air
2 Act be deemed to assist in achieving compli-
3 ance.

4 (F) The Federal Government would ex-
5 plore means to facilitate the transfer of emis-
6 sion credits between participating employers
7 and regulated and other entities.

8 (c) SITES FOR OPERATION OF PILOT PROGRAM.—

9 (1) IN GENERAL.—The Secretary shall ensure
10 that the design developed under subsection (a) in-
11 cludes recommendations for carrying out the pro-
12 posed pilot program described in subsection (b) in
13 each of the following geographic areas:

14 (A) The greater metropolitan region of the
15 District of Columbia (including areas in the
16 States of Maryland and Virginia).

17 (B) The greater metropolitan region of Los
18 Angeles, in the State of California.

19 (C) Three additional areas to be selected
20 by the Secretary, after consultation with the
21 grantee under subsection (a).

22 (2) CONSULTATION.—The Secretary shall re-
23 quire that, in carrying out paragraph (1) with re-
24 spect to a geographic area, the grantee under sub-

1 section (a) consult with local governments and busi-
2 ness organizations in the geographic area.

3 (d) STUDY AND REPORT.—The Secretary shall re-
4 quire that, in developing the design under subsection (a),
5 the grantee under such subsection study and report to the
6 Congress and to the Secretary the potential significance
7 of the proposed pilot program described in subsection (b)
8 as an incentive for expanding telecommuting and reducing
9 VMTs in the geographic areas for which the design is de-
10 veloped, and the extent to which the program would have
11 positive effects on—

12 (1) national, State, and local transportation and
13 infrastructure policies;

14 (2) energy conservation and consumption;

15 (3) national, State, and local air quality; and

16 (4) individual, family, and community quality of
17 life.

18 (e) AUTHORIZATION OF APPROPRIATIONS.—For the
19 purpose of making the grant under subsection (a), there
20 is authorized to be appropriated \$250,000 for fiscal year
21 2000. Amounts appropriated under the preceding sentence
22 are available until expended.

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